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Hongkong, 8th July, 1902. [728d]

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TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. 1 Code.

Lieber's Standard Code.
Telephone, 232.
Hongkong, 20th March, 1903. [3550]

SAN MIGUEL
San Miguel. San Miguel.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 25, 1903.

THE LOCAL ADMIRALTY DOCKS.

As will be seen in an announcement made in another column a deputation of the Committee appointed at yesterday's meeting will meet His Excellency the Governor at the Legislative Council Chamber at a quarter past eleven o'clock to-morrow forenoon. A report of the meeting will appear in our to-morrow's issue. The remarks attributed to certain speakers at the preliminary meeting held at the Hongkong Club yesterday, appear not to have been correctly set out in the minutes of proceedings with which we were favoured, and which were published in the *Telegraph* of last evening. It is not to be wondered at, as when the speeches were delivered Mr. Pollock had not then been appointed the secretary, and naturally took no notes during the speeches. The Honourable Sir Paul Chater, C.M.G., spoke as follows:—"Mr. Shewan and Gentlemen—As it is your wish that I should preside over the proceedings for which we are met, I shall be glad to do so and to promote, as far as lies in my power, the object which one and all of us have in view. Doubtless some of you are aware that two years ago I made an attempt to secure for the Colony a continuous Praya, but unfortunately without success. It would seem, however, if rumour be correct, that an opportunity for endeavouring to obtain that object appears likely to offer. I shall, therefore, be glad to have the views of any one present, in reference to this matter. I need not enlarge on the importance of this question. I am sure it is the ardent desire of the whole community to see their City possess one unbroken sea frontage." (Applause.) Then addressing the meeting, Mr. Shewan said that "they had been called to consider the advisability of making an effort to have the new Admiralty Dock removed from the Praya in Queen's Road where, he thought, everyone agreed it was entirely out of place. From information he had received he understood that even the Naval Authorities would be willing to remove to another and a better site. He did not set up as a judge of these matters; but it did not seem to him that it would be very difficult to find a better site; for a more inconvenient one than the present could not be found anywhere. He believed that not only the mercantile community, but the Colonial Government and the Military were dead against the works remaining where they are, so if it did nothing else the present agitation would strengthen the hands of the authorities all round. Under those circumstances it seemed to him to be the bounden duty of the community to make a strong and determined effort to get the Dockyard removed from the centre of the city. This was only a preliminary meeting, and his idea was that the Chairman should simply take the sense of the meeting for or against the proposal, as then if they were, as he felt sure they would be, unanimously in favour of agitating for the removal of the Dockyard, they should elect a committee of representative men to decide further action—either by forwarding a petition to the Home Government or by holding a public meeting to concentrate opinion. Whatever they decided to do must be done quickly and heartily. Sir Paul Chater was with them and had, he believed, a complete scheme ready to meet all the objections that might be raised by supporters of the present site, and he knew that their friend, Mr. William Danby, had all the details in this matter, at his fingers' ends. This agitation might be a forlorn hope, though he did not think so; but anyhow, let them go forward bravely with it, and if it be a forlorn hope may it end as many forlorn hopes in their country's history had ended by carrying everything before it (Applause)." At this stage it may not be uninteresting to again give the views of the supporters for the retention of the Dockyard on the present site. The *Indian Engineering* thus sets the case for the Admiralty selection: "The scheme of improvement projected included the acquisition of the sites occupied by the Naval Yard, the Military Hospital and other works along the harbour front, as also the War Office reclamations, and public unofficial opinion strongly urged the removal of the naval works across the bay to Kowloon on the mainland. A little reflection, however, will convince any even-minded Imperialist of the danger of such a proceeding. In the event of Britain being engaged in a great war in China, an event of ever present possibility, a large and properly equipped dockyard at Hongkong would be of the first importance to our Navy. It would not take a hostile Power long to realise this, and one of the first expeditions of its fleet would be to bombard the head-quarters of the British. The present site of the dockyard is splendidly protected. It can only be approached by two strongly guarded channels, and the height of the Peak and other hills protect it from a bombardment from the south or sea side of the island. A dockyard at Kowloon would not only be open to a land attack, but would be easier of assault by water. Then there is the further and, to our mind, the most important consideration of the inaccessibility of Kowloon from Hongkong during a typhoon, which is of such frequent occurrence in the China Sea. The bay—or so-called harbour—dividing Hongkong from the mainland is then a seething cauldron in which no boat can live, and for the nonce Hongkong and Kowloon are as far apart as England and America. The disadvantage of such a condition at a time when the delay of an hour might mean the destruction of a fleet is too apparent to need further elucidation. No, we thoroughly agree with the decision of the Admiralty, and so will all those in India and Burma who are connected with the large trade to the East, which is carried on by that splendid fleet of steamers that ply regularly between Bombay, Calcutta, Rangoon, and Hongkong." It will be remembered that on the 25th July, 1901, it was stated in Parliament that Mr. Arnold Forster, Secretary to the Admiralty, and the Naval Advisers of the Admiralty had fully considered the suggestions concerning the proposed removal, but had decided to retain the present site, the area of which had been much extended. In recording that decision we remarked, editorially, that we fancied the Admiralty could not have considered the matter as thoroughly as could be wished and concluded that "time will show that we are right in our views." That time has now arrived, and the interchange of views that will be obtained at the meeting in the Council Chamber to-morrow will, we trust, once for all remove any doubts in the minds of the Naval Officials that, after all, local knowledge and experience of the commercial community are the safest guides in all matters relating to the Colony. To-morrow's meeting will be public.

LOCAL AND GENERAL.

Anything in the Photographic line, no matter what it may be, can be had at LeMunyon's. *Advt.*

UNIFORM time has been initiated at Capetown and at Cairo. All the public clocks in South Africa were advanced half-an-hour at midnight on the 1st inst.

At Adelaide on the 18th ult. two P. and O. Captains, Capt. Cole, *Australia*, and Capt. Crew, *Victoria*, were each fined £3, with £2.50 costs, under the Immigration Restriction Act for having allowed coolie firemen to go ashore.

The British twin-screw cruiser *Pique*, commanded by Capt. H. C. Reynolds, and H.M.S. *Yalbat* arrived here yesterday. The first-class cruisers *Spartiate* and *Europa* will be joining the China Station on or about the end of April.

READERS are reminded that the opening of the Tung Wa Extension Hospital by H.E. the Governor will take place at 4 p.m. to-morrow. Ladies are particularly invited to attend. A full description of the new building was printed in our issue of Monday.

The Bishop of Victoria will probably remain here till Easter, after which he will make his customary tour in the Fuh-ken provinces until Whitsuntide. The meeting of the Bishops of the Anglican Church in China will probably be held in Shanghai early in June.

Bring your Developing and Printing to LeMunyon's. Your work there is guaranteed in every respect. *Advt.*

Two Russian seamen were charged by the master of the s.s. *Kuon Sun* with being stowaways whilst on a trip from Shanghai to Hongkong. The stowaways were only discovered when the vessel was entering Hongkong waters. They were each fined \$20, or three weeks.

We are informed that whilst a native coolie, engaged on the Quarry Bay works, was having his evening meal, a huge boulder of rock fell on him and lacerated the knee of his left leg in a frightful manner. This was due to blasting operations which were taking place a short distance away. The injured man was removed to the Tung Wa Hospital.

Just call up Phone 390 or write to P. O. Box 368. Either will find LeMunyon, and he is always ready to serve you. *Advt.*

The *Opinion* of Saigon tells of short crops, death, and distress in several provinces in that quarter. The price of grain has risen considerably, and millers are hard put to it to work at a profit. Several rice mills are in trouble and a very large mill had lately a narrow escape from failure; and could only tide over the hard times by procuring heavy banking advances.

At the instance of Mr. J. Laocok, a native residing at Quarry Bay, was charged with stealing couplings belonging to the railway trucks. The Magistrate sentenced him to three months' hard labour, with an additional month for attempting to break open the cell of the Shaikwan Police Station, where he was confined previous to his being brought before the Magistrate this morning.

Every steamer from the United States brings great quantities of Kodak and Photo Supplies for LeMunyon, No. 31 Des Vaux Road. *Advt.*

In the House of Commons the Attorney-General promised to introduce a bill, at the earliest possible moment, relating to public companies and fraudulent balance-sheets. He stated that under the Act of 1861 the prosecution must prove that such balance-sheets were intended to defraud shareholders or creditors. The Act is silent regarding attempts to induce outside public to invest in such concerns.

Our Dry Plates, Paper, Film, etc., etc. guaranteed to be strictly fresh and satisfactory in every way. C. E. LeMunyon, No. 31 Des Vaux Road. *Advt.*

The lessee of the K W Shing Theatre was charged by Constable Appleton with failing to make the necessary arrangements for the escape of the audience at the theatre in case of fire. The constable stated that last evening, while on duty at the theatre, a fight took place for seats, and the audience, numbering some 2,000 in the pit and 780 to 800 in the gallery, attempted to go to the back, but could not find any means of exit. The defendant admitted the offence and was fined \$50.

BEFORE Mr. J. H. Kemp this morning, six ricksha coolies were charged by two officers of the P. W. D. for refusing hire. It appeared that a few days ago, these two officers had certain work to perform on the Kowloon New Road and ordered two rickshas with three men each to wait for them on their return at the toll junction. After finishing their work they rode for about ten minutes and then remembered they ought to have measured a certain bridge and ordered the ricksha coolies to retrace their steps. This the coolies refused to do, and the officers, in order to enforce the presence of the rickshas and the coolies on their return, took the seats of the rickshas with them and walked the distance. After completing their work these officers returned to the spot where the rickshas were, but found that they had disappeared. The coolies stated that they were hungry, and did not bargain to go back to the original place. They were discharged.

To see one of the beautiful Kodaks at LeMunyon's is to buy one. Just call and make him a visit. You will be well repaid. *Advt.*

PLAGUE AT GOVERNMENT HOUSE.

A case of plague was reported from Government House yesterday afternoon. Of course, it was a case occurring in the coolie quarters, and steps were immediately taken by the Sanitary Board authorities to thoroughly cleanse and disinfect the premises. The Government House party removed to their Peak residence to-day.

THE LOCAL ADMIRALTY DOCKS.

MEETING AT THE COUNCIL CHAMBER TO-MORROW.

We are requested, by the Honorary Secretary, to state that His Excellency the Governor will receive a deputation of the Committee, appointed to obtain the removal of the Admiralty Dockyard from its present site, at the Legislative Council Chamber at 11.15 o'clock in the forenoon to-morrow (Thursday). The attention of members is called to the alteration in the date and place fixed for the deputation to meet the Governor.

PAHANG GOLD MINING.

The Raub Australian Gold Mining Company's mill has, says the *Malay Mail*, been stopped for several days during the past week to effect alterations and repairs, and to connect a new pressure tank with the mill. The stamp boxes have been cleaned out, but it is not expected that the result will total over 4 dwts. when added to the previous results. Some work is being done to the north-east of Bukit Koman, at a spot formerly tested by Mr. Waters, but so far the results obtained have not been brilliant. Much anxiety is expressed in the district as to the "new departure of some magnitude" which has been promised by the Raub Company's manager in a letter to the *Strait Times*, (reproduced in the *Telegraph*).

The previous manager at Raub had just started some rather extensive new works at the Slope Mine and at Bukit Nibong; indeed, at the former place, a set of poppet legs, 70 feet high, had been erected, in addition to very fine pumping and winding plant with boiler. At Bukit Nibong smaller pumping and winding gear was in position. Both places have been partly dismantled and abandoned. The Malaysian Company at Bukit Malacca, Raub, seems, says that journal in conclusion, to be on a fair stone. It is said that their last clean up gave nearly 8 dwts. per ton.

It is rumored that the Western Lode Company have decided to close down their mine within a short period, the crushing results being unsatisfactory.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 25th at 11.25 a.m. The barometer has risen generally, particularly over Japan. An area of high pressure lies over N. China, Manchuria and the N. part of the Sea of Japan; and the depressions seem to have filled up off the S. coast of Japan.

Fresh monsoon along the China coast, moderate monsoon over the N. part of the China Sea.

Forecast: moderate N.E. winds, cloudy.

THE SANITARY BOARD ELECTION.

In our shipping *Express* issued at one o'clock this afternoon we published the following:—
RATEPAYERS HAVE TWO VOTES.

As we have already pointed out the election of two members of the Sanitary Board will take place at the City Hall at 4 p.m. to-day when the following candidates will be proposed and seconded:—Messrs. F. A. Hewett, A. Shelton Hooper, H. E. Pollock, K.C., and Ahmet Runjahn.

His Excellency the Governor, in view of a petition presented regarding the interpretation of the Ordinance giving ratepayers one vote only, although two candidates are to be elected, has now decided that for the purposes of this election each ratepayer shall have two votes.

Later in the day the following *Express* was received at this Office:—
"Sanitary Board Election, to-day, at the City Hall, 4 p.m.

Vote for Pollock and Hewett! The practice that has before obtained at these elections, whereby each elector may vote for two candidates will be adopted.

Vote for Pollock and Hewett, the independent candidates!

The hour officially appointed for the election to take place was 4 p.m. By that time a large number of ratepayers entitled to vote had assembled at the City Hall. Mr. J. W. Norton Kyshe, Registrar of the Supreme Court, acted as Returning Officer and Messrs. A. Eth and A. Chapman as scrutineers, while Mr. Leo D'Almeida Castro assisted. The proceedings commenced by Mr. Norton Kyshe reading the Government notifications ordering the election, the section of the Public Health and Buildings Ordinance relating to the constitution of the Sanitary Board and schedule C containing the rules governing the election. He then announced that nominations had been received as follows:—

Edbert Anger Hewett, proposed by John Hughes Lewis, seconded by Edward William Mitchell.

Augustus Shelton Hooper, proposed by Edward Osborne, seconded by William Arthur Cruickshank.

Henry Edward Pollock, proposed by Bendor Layton, seconded by Gideon Ballock.

Ahmet Runjahn, proposed by John Lemm, seconded by Ernest Manning Hazelard.

He then proceeded to explain that, if electors did not wish to vote for more than one candidate they could 'plump' and vote bodily for him, although they could only record one vote for one candidate. Of course, he concluded, if any candidate wishes to address the electors they are at liberty to do so. There can be no possible objection to that.

No one addressing those present, the polling commenced and was continued till six o'clock, when the result was declared, amid applause, as follows:—

POLLOCK	225
RUMJAHN	141
HEWETT	131
SHELTON HOOPER	105

The result was announced at 7.05 p.m.

TIENSIN.

(From Our Own Correspondent.)

TIENSIN, March 22nd.

HONGKONG CURRENCY.

I have been plodding through the reports of Hongkong's currency meeting, and only regret that such a vast amount of able discussion did not issue in more than a timid decision to do nothing. The currency question is emphatically one in connection with which faint heart will win no fair lady. Realizing present evils we must be prepared to face some difficulties and unpleasantries in the attempt to right them. The currency reform of any country is a difficult problem, but with China peculiarly so, and no scheme propounded will obviate the experiencing of some awkward phases, and some temporary losses. But this is surely not a sufficient reason for making no effort to alleviate our lot. Tientsin seems to have been the only place so far that has had the temerity to point a remedy at all, and there are not wanting those who declare we are taking too much upon ourselves, as an insignificant port, in presuming thus to thrust our financial suggestions upon the notice of the world, when there are London and New York with ready-made professional financiers who alone can command the right to be listened to. Nevertheless, Tientsin may peg away at its scheme, and wonderful to relate may even be listened to somewhere, some day.

Things have been flat here the last few days, nothing happening but the continued drought and increasing sickness. The sky has been overcast with promises of rain for days, but all we get is cold winds and dust. So many families are going home that rather slack interest is being taken in things generally, and the recreative impulse of the community is mostly gotwards. Few steamers are coming up, and their number will get beautifully less if the present scarcity of cargo continues. In Chinese circles the whole public interest centres in the railway visit to the Tomb, and an elaborate scheme of railway guards and military escorts has been thought out and authorized by Edict. The wretched people along the royal route shiver with dread at the approaching visitation. The enormous number of officials, enrolled in the "Imperial train" means a truly horrible tale of robbery and extortion all along the line.

RUMOURS.

Dime Rumour is active with suggestions that possibly the Court may press on to Honan where there is a palace, and possibly a change

of the capital.

There is a rumour that the Emperor will visit the Great Wall.

The Emperor will visit the Great Wall.

The Emperor will visit the Great Wall.

things may happen in Peking. But I do not see such serious importance to these reports although the condition of the country all round appears to justify almost any report, no orders have yet been received by the military and they are quite in the dark as to how the cat is going to jump, whether for another year's stay or wholesale evacuation. There is not a civilian there but believes the latter policy would almost immediately herald disaster. If the troops remain on for another two years, important changes will probably have taken place in Peking which will tend to greatly clear the atmosphere, and simplify the situation; or something will have happened even with the troops here.

THE S.S. "BINH THUAN"

Messrs. Kinghorn and MacDonald have received no further telegrams or communications regarding the sailing of this steamer.

MANILA TRADE.

Trade generally in Manila does not seem to be abnormally brisk, the tightness of money, scarcity of labour, Customs duties, and high taxation militating greatly against it. In their monthly circular for March, Messrs. W. A. Fitton & Co. report that "though the situation is well in hand as regards finance, opinion is divided as to the new currency law recently enacted by Washington. The fact that this important question has had attention, is a source of satisfaction to all interested in the future of these immensely rich islands. Whether we shall get an insular peso exchangeable at say, 2 for 1 U.S. dollar, is an undecided point. Given the seigniorage due Government on re-coinage of the Mexican and Spanish currency in circulation, we are of opinion that, notwithstanding the heavy expenses incurred in settling or pacifying the Philippines, Washington should pocket any loss, and arrange exchange at 1 to Mexican or Spanish, for one American dollar. This, as mentioned, will cause some loss, but the opportunity to protect business men, and incidentally the Filipinos, was passed by so recently that there is nothing for it but an equitable settlement on a 2 for 1 basis. These are our ideas, and we await Washington mail advice with interest. Washington has also interested itself in the vital question of agriculture; however, the \$3,000,000 gold voted will only serve to finance farmers within a radius of a few miles around this city; and the gentleman who wanted the vote reduced 5 lakhs must have been most unfamiliar with the agricultural questions of this country; \$30,000,000 gold could be usefully employed. The intentions are good, and prove the trend of thought home, which is the welfare and prosperity of the inhabitants of these islands. The labour question requires imperative attention; two of the important matters we have so long urged being now much more popular in Washington, we venture to hope that the vital one of labour will not be overlooked."

EXCITEMENT ON THE "CHINGTU."

STAMPED OUT OF CHINA.

A Chinaman named Sue Huan, alias Gao Kwong, 28, was before the Sydney Water Police Court on 2nd inst. on a charge of being a prohibited immigrant, found within the Commonwealth. It appeared that Huan was a passenger by the *Chingtu*, and in January last, when that vessel arrived at Port Darwin, on the journey to Sydney, he asked for permission to be landed there, producing certain documents issued in another State prior to the Commonwealth Immigration Restriction Act. It was discovered, however, that Huan was not the person referred to in the documents, and he was deemed a prohibited immigrant, and detained on board the *Chingtu*. Prior to the vessel sailing for Sydney a number of Chinamen, who had already been prevented from landing, stamped on board, and during the excitement several of them escaped from the vessel into the streets. Huan was one of these, and was not found till Saturday last. He pleaded guilty, through an interpreter, and was sentenced to three months' imprisonment, but it was explained to him that he would be deported at the earliest opportunity.

THE PLAGUE.

During the twenty-four hours ended at noon yesterday, eight further cases of bubonic plague, making 105 since January 21st, were notified as having occurred in Hongkong. The return did not reach this office until 6 p.m. so could not be given in our issue that evening. The cases were from the water Police Station; 24, Fourth Street; 88, Hollywood Road; 17, Anny Terrace; 40, Bridges Street; cargo boat, No. 133; and two of dumping bodies having been found on the Mong Lok Reclamation ground, and near 355, Des Vaux Road, West.

To-day's returns are not yet to hand.

SHIPPING AND MAIL NEWS.

MAILS DUE
London (Australia) 27th inst.
English (Australia) 27th inst.
German (Prinz Heinrich) 27th inst.
German (Kaiserin) 27th inst.
American (Siberia) 27th inst.
The B.S. Co.'s steamer *Shanghai* arrived at Victoria, B.C., on the 22nd inst.
The T. K. K. steamer *Bahia* (Mars) left Manila this afternoon, and is expected here on Friday, the 27th inst., at about 3 p.m.

SAN MIGUEL
San Miguel. San Miguel.

TELEGRAMS.

(Reuters.)

The Revolution in Uruguay.

LONDON, March 23rd.
The revolution in Uruguay on the 19th inst. ended without bloodshed and peace has now been signed.

Venezuela.

President Castro has refused to reconsider his resignation. It is stated in Washington that the President resigned by arrangement to enable Venezuela to present a solid front to the Powers. It is understood that his brother will now become president and that Don Castro will be re-elected at the next election.

The United States will not countenance the arrangement already made being upset by any change of government at Caracas.

LATER.

The United States.

President Roosevelt's commission appointed in October last, to investigate the disastrous Coal-Strike in Pennsylvania, has decided in favour of the men, practically on all points, awarding an increase of wages and other concessions. Although the miners claim the victory, the details of the award show a great extent of compromise only partially granted to the men's demands and trades-union terrorism is severely condemned, the methods employed being described as worse than war and are prohibited for the future.

FREIGHT

BY IMPERIAL GERMAN MAIL STEAMERS.

The following circular has been issued by the Norddeutscher Lloyd and the Hamburg Amerika Linie for which Messrs. Melchers & Co. are the local agents—

To those exporters from China, Hongkong, and Japan to Europe, or to ports via Europe, who, from the 1st May to 31st October next, may have found it to their interest to confine their support and shipments, during that period, to the Imperial German Mail Line, we shall be happy to allow a rebate of five per cent. on the freight paid as bill of lading.

To those who, on the 30th April, 1904, may have found it to their interest to confine their support and shipments during the whole twelve months to the said line, we will allow a further five per cent. on freight contributed up to 31st October, 1903, and five per cent. on those from that date to the 30th April, 1904.

To those who, on the 31st October, 1904, may have found it to their interest to confine their support and shipments during the previous eighteen months to the said line, we will allow an additional five per cent. on freight contributed during the six months ending 30th April, 1904.

Until further notice, shipments made by the "O.S.S." "M.M." "P. & O." "Austrian Lloyd's," "Navigazione Generale Italiana" (Florio and Rubattino United Companies), "East Asiatic Co. of Copenhagen," "Russian East Asiatic Steamship Co.," "Nippon Yusen Kaisha," "Glen," "Shire," "Ben," "Mutual," "Shell," and "Hamburg-America" Lines, and shipments by direct steamers to Black Sea ports, will not invalidate claims for the above.

No "returns" will be payable on freight contributed by rice and oils from Japan, silk and treasure, the produce of the Eastern Archipelago transhipped at Hongkong, nor on any cargo the freight upon which may be arranged at a "net" rate.

Exporters applying for the returns, which will be payable in Bremen on and after the 1st January, 1904, 1st July, 1904, and 1st January, 1905, respectively, must fill up and sign forms which can be obtained from the agents.

THE "MARIE VALERIE"

A despatch has been received at the Foreign Office from P. M. Consul at Trieste, reporting that, according to a notification by the Austrian-Lloyd's directorate, the steamer *Marie Valerie*, which was to sail for Shanghai at the end of January, is the first steamer to undertake direct transport of goods for Shanghai without transshipment. Hitherto goods were only carried direct to Bombay, from whence they were transhipped and sent on the branch line between Bombay and Shanghai. According to the new itinerary of the Austrian-Lloyd's to the Far East, which came into force on 1st January, the subsidiary line has been suppressed, and a new direct connection between Trieste and Shanghai has been introduced.

NAVAL WEDDING.

The many friends in the Far East of Commander the Hon. C. Dormer will like to see this reference to his wedding.

The marriage of Commander the Hon. Charles Dormer, R.N., second son of the late Lieut.-General the Hon. Sir James Dormer and the Hon. Lady Dormer, and brother of Lord Dormer, with Miss May Clifford, daughter of the late Sir Robert S. C. Clifford and Lady Clifford, was solemnised on 17th ult. at St. Mary's Catholic Church, Commandant Godfrey Faussett, R.N., attended the bridegroom as best man, and the bride, who was given away by her cousin, Lord St. Levan, was followed by six bridesmaids—the Hon. Constance Dormer, Miss Daisy Portal, Miss Ella and Miss Esme Cutlar-Fergusson, Miss Drummond and Miss Clara Hunter. Master Drummond acted as train-bearer. His Royal Highness the Prince of Wales presided at the bridegroom with a handsome silver inkstand. The commanders of the port at Portsmouth gave a large silver loving cup, and the "ship" company of His Majesty's ship *Vittoria* a silver basket.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

H.E. THE GOVERNOR, AND COLOMBO.

It is rumoured in Colombo that Sir Henry A. Blake goes as Governor of Ceylon, for a few years, and not Lord Lamington as was supposed.

SINGAPORE, THE KEY OF SOUTHERN ASIA.

The island of which Singapore is the capital is called by the same name (says the *Windsor Magazine*). It has an area of 265 square miles, and is separated from the mainland by a strait only half a mile wide at its narrowest. The shipping that once worked its way through this channel in dread of the fierce Malay pirates, who haunted its mangrove-bound shores, now crowd the broad Strait of Singapore further south, and into the spacious haven before the Lion City. So safe is it that it can be approached by three different channels without the aid of a pilot. The narrow entrance is guarded by small islands, burdened with riotous vegetation of the most vivid green. One, perhaps, is the home of chattering monkeys; another shelters a Malay village, with its umbrilla-shaped huts built on platform above the water; yet another reveals the grim outlines of a great gun and breastwork. Within, the harbour presents a most picturesque sight. On its deep blue waters floats a maze of shipping, whose strangeness is only equalled by its variety. Here are English and Dutch men-of-war, built on the latest scientific lines, huge ships of the mercantile marine, sailing vessels, with their white sails and tall masts, high-heeled, shoe like Chinese junks, great unwieldy Borneo longkangs, and innumerable Malay and Kling sampans, as swift and graceful as the Venetian gondola. The wharves and shipping extend for six miles along the shore, and for the same distance inland extends the city, which is all that a European dreams of the East. Nor is this all. The streets are a moving panorama of the East, which is most impressive in Raffles Square, the business centre of the city. The background is formed of the massive warehouses of English, German, and Chinese merchants; the foreground is a strain of moving, bustling, and picturesque throng, all intent on gain. Europeans who number only 3,000 out of a population of nearly 200,000 are lost in it. The predominance of the Chinese. All classes are represented—from the half-naked coolie to the rich merchant, dressed in silk and brocade. Then there are Malays in red sarongs, Parsees in pure white, Jews and Arabs in purple and crimson robes, Sikhs in Madras muslin, draped in classical severity about their tall figures, and Klings in turkey-red and white. But there are other races which lend variety to the streets of Singapore—little Dyaks from Borneo, Tamil road-menders, Negro firemen, Lascar sailors, Hindus, Siamese, Achinese, Javanese, and Japanese. The shops are equally cosmopolitan. Madras tailors display their goods side by side with a Malay smithy, while Indian wash-houses join a Manila cigar manufactory. Even more bizarre are the native streets, with their bazaars shaded from the sun by hanging tatters, which form long, shady alleys, crowded with buyers and sellers, dressed in every variety of costume, from the Levant eastwards, and speaking in as many different languages. To add to the din, itinerant vendors of seaweed jelly, water, vegetables, fruits, and cooked fish, raise their voices in unintelligible street cries; crowds of ricksha coolies, boatmen, and gharriemen chatter vociferously as they wait for hire; Hindu bullock-drivers, urging their sleek and sleepy charges in their musical tongue, and sometimes ending in a scream of denunciation; and mingling with it all is the indescribable clamour of the temples—the rapid beating of tom-toms and drums, the ringing of bells, and the shrill cry from the minarets calling the faithful to prayer! for in Singapore, Chinese joss-houses, Mohammedan mosques, and Hindu temples almost jostle one another, thereby lending added picturesque quality to the scene. The finest church in the city is St. Andrew's Cathedral. The principal buildings are massive and imposing, as they are elsewhere in the British Empire. Government House is elegant in design and palatial in size. The pride of the people of Singapore is, however, the Ocean Esplanade, including a public playground of 15 acres, reclaimed from the sea at a cost of £40,000. Singapore is the Western Gate of the Mogulian world.

The average European laughs at the Yellow Peril, and believes that China is synonymous with decay; but then he has never seen a colonial or an American Chinatown, or travelled over South-Eastern Asia and the Archipelago, where the almond-eyed is everywhere the strength of the population. In Singapore he outnumbers the other inhabitants three to one. A British colony of Malay origin, it is practically an outpost of the Chinese Empire. Its spirit is English, it is moulded on British lines, it is stamped with the English mark, but its material strength is Chinese. As a merchant and financier the Celestial has no superior, not even in the few, with whom he has much in common, except when he is a coolie. Nearly all the retail trade is in his hands, much of the local shipping, and some of the great business concerns. He is the best of house servants, a street vendor, a boatman, and a labourer on the sugar, coffee, and spice plantations on the island. He is anything and everything that will enable him to live and save. So strong is his position, indeed, that he has a department of Government all to himself, called the Chinese Protectorate. One of the most enlightened of the community, the late Mr. Whampoa, was a C.M.G.—an honour he earned by his beneficence and public services. Curiously enough, Singapore is the only city beyond the limit of the Flowery Kingdom itself where the Chinese display their wealth and mix as equals with Europeans. They not only live in fine houses and entertain on a lavish scale,

but their carriages and horses and liveried servants are the envy of their English fellow citizens. But in heart and mind they always remain Chinese, the symbols of which are the queue and the flowing robes of their race.

THE BALTIC-BLACK SEA CANAL.

LONDON, March 2nd.

It is reported at Odessa that an Anglo-Russian syndicate has been formed to construct the canal from the Baltic to the Black Sea, which is to be large enough to admit of the passage of the heaviest warships.

The work will chiefly consist in dredging the existing river channels.

In February, 1892, the Russian General, Armentoff, consulted two French engineers, M. M. Bourleau and Cotard, on the question of a canal between the two seas. Various schemes were proposed, but the matter dropped. In 1895 it was revived, and a scheme adopted, of which the following are the leading features:—The route proposed is from the Gulf of Riga, along the rivers Duna, Beresina, and Dnieper, to Kherson, on the Black Sea, the length being 994 miles. The channels of the river will be deepened, and new cuttings made where necessary, so as to give a depth of 28 ft. of water, the estimated cost being 20 millions sterling, and the time of construction five years. While the primary object of the canal is to connect the naval dockyards at Libau in the north with those of Nikolief in the south it is thought that the great waterway would be commercially successful, as it would develop a very rich tract of country. There is already communication between the two seas, practicable for rafts and small vessels, by this route, and also to the Black Sea, near Memel, by means of the Dnieper, the Oginsky Canal and the Niemen. The Duna, which empties into the Gulf of Riga, is generally closed by ice from November to April, and the Dnieper, which discharges through nine mouths into the Black Sea, is closed from January to March. The upper portion of the latter river passes through marshy forests, and it is here that some of the greatest difficulties in the way of the scheme are expected to arise; while 200 miles from the debouchure are a series of nine rapids, extending over 40 miles, with a total fall of 107 ft. In June, 1900, it was announced that the construction of the waterway "for large vessels of the navy" was considered "impracticable at present."

FROM ENGLAND TO AUSTRALIA IN A FORTNIGHT.

Some five and twenty years ago, says *Paget's Magazine*, it was prophesied that the time would come when one would be able to accomplish the journey from London to Melbourne in sixteen days. This prediction is certainly likely to be verified by the completion of the great Siberian Railway, which stretches from Moscow to Port Arthur, connecting up a line which spans the continent from Calais to the coast of China. This, the greatest expanse of steel rails known to the railway world, is almost equal in mileage to the United States and Canadian-Pacific lines put together, and, like them, has been constructed at the rate of over a mile a day. The present sixteen days' journey from London to Shanghai is made at the very moderate rate of twenty miles an hour. M. de Passok, the Imperial Consul-General for Russia in Australasia, however, assured a deputation that as Russia was resolved to spare no effort to make the Siberian Railway the main highway between the West and the East, the line would be brought up to the European standard of speed at the earliest possible time. According to announcements, the line to Port Arthur will be opened for direct traffic with European railways early in this year. A passage between Port Arthur and Port Darwin in the north of Australia can be made by a vessel possessing the speed of the ordinary trans-Atlantic boats in six days, and as it is more than probable that within a short time passengers leaving London will be able—travelling at the very moderate speed of forty miles an hour—to reach Port Arthur within eight days, the total time occupied in the journey from England to Port Darwin (Australia) will be only 14 days.

GOLDEN RAUB.

The situation on the Raub "gold field" at the present moment is most deplorable; during the past twelve months ill luck has been its fate. In the middle of last year the Raub Australian Company found it necessary to make certain drastic changes in their methods, the result of which was the dismissal of all the old European staff, the cessation of development work, and the discontinuance of fuel and timber contracts. In consequence of this a large number of people have left the field.

Later on, the Queensland Raub Company found their results become so meagre that it was thought politic to close down the mine, and now the Sungei Agas Company at the northern end of the field have abandoned work after a short six months' trial.

The history of this last claim is peculiar for its bad luck. About two years ago the manager (an old Raub employee) took out about 100 tons of stone from a well-defined reef and crushed it at the old Raub mill. The result was about 12 dwts. per ton. In the face of this very satisfactory return a large number of shares changed hands and "Sunget Agas" was quite a feature on the market. The directors immediately took steps to erect a fine 20-head mill. In the meantime the 12 dwts. reef was developed, great quantities of ore being stacked at grass ready for milling operations.

By the time the mill was ready some 3,000 tons of ore were available. The first crushing gave a result of under 3 dwts. the subsequent ones becoming lower, and finally the board decided to cease work.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

plant is now being removed. It is a pity the directors did not see their way to persevere a little longer, with their plant all in working order, the more so that there are large deposits of free milling ore at surface which can be dealt with at a cost of 1 dwt. per ton.

The Western Lode Company whose main shaft is in the town of Raub have just started crushing operations, the results of which are anxiously awaited. This Company has been at work about two years but has been sadly handicapped through lack of efficient pumping machinery. Their water-flow is extremely heavy and they have not been able to prospect their ground to any depth. The Malaysian Company at Bukit Malacca are the latest gold producers on this field. They are crushing with a Huntington rotary mill. But it is difficult to obtain information concerning their operations as they are a home company. The same company are on the eve of opening up a large hydraulic elevating claim at Tanjong Besar.

Their results and methods will be an object lesson for tin sluicers in the Peninsula, for up to date, working results are not all that could be desired. Fortunately for the shareholders they generally have good ground to work. None of the sluicing claims are working up to their estimated head, generally owing to faulty pipe lines. The methods of recovering the mineral seems primitive as in the majority of cases this recovery is effected by Malay ladies with durlangs.—M.M.

RAUB.

We make the following extracts from the monthly report of the General Manager of the Raub Australian Gold Mining Co., Ltd.:

The mine measurements and assay results of prospecting work, prepared by the mine manager, showed a total of 424 feet for the period (3 weeks) under review, made up of 70 feet sinking, 5 feet rising, 162 feet driving, and 167 feet cross-cutting; as against a total of 406 feet for the previous 4 weeks.

Eastern Prospect.—This drive has been further advanced 22 feet, making it a total of 41 feet. The quartz-bearing rock has been thoroughly sampled and assayed, and some of the samples taken across the drive 17.42 in. wide have proven the existence of gold, though not in great quantity. Only persistent work will show what the lode is really worth.

Stopes.—We are drawing stone from following stopes:—

Above the 240' L. North: 3 Stopes lode averages 62 in. and 4 dwt.

Above the 240' L. South: 3 Stopes lode averages 38 in. and 5 dwt.

Above the Intermediate North: 2 Stopes lode averages 90 in. 3 dwt.

Above the Intermediate South: 1 Stope lode averages 48 in. 10 dwt.

Above the 140' L. North: 1 Stope lode averages 50 in. and 8 dwt.

In the Tunnel North: 2 Stopes lode averages 50 in. and 4 dwt.

General.—The bedlogs for the Bob at the 140ft. Level have been fixed and the Bob has lowered into position. This addition enables the pump rods to work with much more even balance.

It has been thought advisable to build a dam across the drive near the north Koman shaft on the 140' L. to keep the water back, and enable us to suspend pumping operations at that shaft. To further this economy, a suitable place has been selected, and ground has been cut out for its construction on arrival of material. Machinery has worked well during the month. Bukit Hitam. The following stopes are in operation:—

Above 260 ft. L. south: 1 stope lode 8 in. wide, value 5 dwt.

Above Intermediate L. 2 stopes lode 36 in. wide, and value 8 dwt.

Above 160 ft. L. south: 1 stope lode 40 in. wide, and value 36 dwt.

Above 140 ft. L. north: 1 stope lode 48 in. wide, and value 5 dwt.

General. Machinery has continued to work as usual. This report has been closed at the end of 3 weeks to agree with the "year" which also ends to-day (28th February).

Milling return for seven weeks to 28th Feb.:

Stamps working 40

Period of work 49 days, less lost time 71.648

hrs. or 2,985, for whole mill. Stoppages

7 hrs. 47 min. due to Power station balance

to mill rep'rs, dressing plates, clean-up, &c.

Ore milled, Bukit Koman 4,227 tons.

"Hitam" 1,495 "

Total 5,722 "

Mill duty 3,109 tons per stamp for 24 hrs.

Amalgam yield 4,354 oz giving 1,494.5 oz.

smelted gold 34.32 per cent.

Bullion fineness 920

Bullion yield 5.22 dwt. per ton milled=

71.21 per cent. of Contents.

2.36 lb. per 100 tons milled

=1.31 oz. per oz. bullion.

Concentrates saved, Blanketings—58 tons (1.013

per cent of weight) assay 18.27 dwt.—185

dwt. per ton milled. Buddlings—158 tons

(2.761 per cent of weight) assay 9.55 dwt.—

264 dwt. per ton milled. Total 3,774 per

cent of weight—449 dwt. per ton milled, or

6.12 per cent total Contents.

Tailings. Assays 1,729 dwt.—1.663 dwt per ton

milled; 21.67 per cent of Contents estimated

cost for 7 weeks ending 28th Feb. 1903.

European Salaries 9,170.41

Wages Surface 7,664.40

Development 10,070.00

Raising Ore 7,143.07 24,877.47

Timber (fuel and charcoal) 2,480.35

Sundries Royalty 4,940.48

Stores 794.73

Pellets 119.52 5,854.73

Total 42,382.96

Cost per ton \$7.41

ASK FOR ASAHI JAPANESE BEER—G. Girault.

THE OVERDUE FRENCH MAIL.

DRY DOCKING NECESSARY.

At 6 o'clock this morning (says the *Straits Times* of 17th inst.), the M.M. *Tonkin* was signalled at Singapore, but it was 9.30 before she was wharfed. It transpired that it was the tail end starboard shaft that was broken and this will necessitate her going into dry dock. She has a large consignment of cargo on board for Saigon, and also a number of passengers, and in consequence she will proceed to Saigon at 5 o'clock this evening, and after discharging will most probably undergo repairs there before continuing her journey to Hongkong, Shanghai, and Japan.

Commercial.

TODAY'S INTELLIGENCE.

The tone of the market is steadier. There is an inquiry for NATIONAL BANKS at \$24. MACAO STEAMBOATS are strongly inquired for at \$37.25. INDOS are weaker and obtainable at \$98. STAR FERRIES have strong buyers at \$26.50, but no shares are offering. CHINA SUGARS have been sold at \$109.50 and \$110 and at the latter rate a very few shares are obtainable, but buyers willingly offer \$109. PUNJONS have gone up 25 cents and can be placed at \$3.25. The market for DOCKS opened with a strong demand at \$211 and a reported sale at \$212, at which rate shares can be placed. WHARFS have buyers at \$93. PROVIDENTS have buyers at \$141. CEMENTS were sold at \$22 and \$22.25 ex div. and are steady.

EXCHANGE.

ON LONDON, Telegraphic Transfer 1/7 1/2
" Bank Bills, on demand 1/7 3/16
" Credits, 4 months' sight 1/7 1/2
" Debits, 4 months' sight 1/7 1/2
ON BERLIN, (demand) M. 1.65 1/2
ON PARIS, Bank Bills, on demand 2.01
" Credits, 4 months' sight 2.05
ON NEW YORK, Bank Bills, on demand 39
" Credits, 30 days' sight 39 1/2
ON HONGKONG, Telegraphic Transfer 1/19 1/2
" On demand 1/19 1/2
ON SHANGHAI, Telegraphic Transfer 7/32
" Private 30 days' sight nom.
ON YOKOHAMA, T.T. 78 1/2
Sovereigns, Bank's Buying Rate \$12.48
Gold Leaf 100 touch, per tael 64.85
Bar Silver 750/830

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Per chest
M. LWA NEW @ \$970/990
" LAST YEAR @ 1,000/1,050
" OLDEST @ 1,080/1,150
PATNA NEW @ 1,102 1/2
BENARES NEW @ 1,082 1/2
PERSIAN (FAKER) @ 750/830

To-day's Advertisements.

PUBLIC AUCTION

VALUABLE LEASEHOLD GROUND, situated at Corner of CROSS STREET and ALBANY STREET, Victoria, Hongkong.

To be sold by Order of the Mortgagee,

in ONE LOT,

on FRIDAY, the 3rd April, 1903, at 3 P.M.,

at his AUCTION ROOMS, DUNDRELL STREET,

by MR. GEO. LAMBERT, Auctioneer.

THE PROPERTY consists of the PIECE OF GROUND registered in the Land Office of Section A of Inland Lot No. 428 and is held from the Crown for the residue of the Term of 999 years granted by a Crown Lease dated the 8th day of December, 1855.

For further Particulars, apply to

EWENS & HARSTON, Vendor's Solicitors,

or to

MR. GEO. P. LAMBERT, Auctioneer.

Hongkong, 25th March, 1903. [377c]

To-day's Advertisements.

"SHIRE" LINE OF STEAMERS.

Steamship Service to NEW YORK VIA PORTS AND SUEZ CANAL, (With Liberty to call at the PHILIPPINE PORTS). THE First Class Steamer

"PEMBROKESHIRE," will be despatched on or about 15th May. For Freight and Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 25th March, 1903. [378e]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"RICHMOND CASTLE," About 20th

"AFRIDI" " " 30th

"SAGAMI" " " 15th

For Freight and further Information to

DODWELL & Co., LIMITED, Agents.

Hongkong, 25th March, 1903. [379d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 31st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

R. A. HEWETT, Superintendent.

Hongkong, 25th March, 1903. [379e]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 26th March.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th March.
GLASGOW and LIVERPOOL	"JASON"	On 3rd April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th April.
GLASGOW and LIVERPOOL	"KEEMUN"	On 16th April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and GENOA	"KINTUCK"	On 31st March.
LONDON and ANTWERP	"CLAUDUS"	On 14th April.
LIVERPOOL and MARSEILLES	"PING SUEY"	On 18th April.
LONDON	"DEUCALION"	On 24th April.
LONDON	"AGAMEMNON"	On 1st May.
LIVERPOOL and GENOA	"PATROCLOS"	On 25th May.
LONDON	"CALCHAS"	On 26th May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 28th March.
	"KEEMUN"	On 18th April.

For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 25th March, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS	TO SAIL
"SINGAN"	25th March.
"NANSHAN"	25th "
"KAITONG"	28th "
"TAIYUAN"	1st April.
"KANSU"	1st April.
"CHINGTU"	4th April.
"CHINGTU"	4th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is on board.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

* See Special Advertisement.

N.B.—R.D.C.D. SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 23rd March, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 28th March, at 10 A.M.
ZAFIRO	2540	R. Rodger	Do.	Saturday, 4th April, at 10 A.M.
PERLA	1980	J. McGinty	Do.	Do.

For Freight or Passage, apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 21st March, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

PORTLAND OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	Mar. 26, 1903.
"INDRAVELLI"	4,899	W. E. Craven	April 16, "
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, General Agent.
1266C

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 29th March
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 1st April.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 5th April.
FOR FOCHOOW	"ANPING MARU"	J. Goto	WEDNESDAY, 8th April.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 1, Des Voeux Road Central.

Hongkong, 25th March, 1903.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA, REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th January, 1903. [35c]

STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG," 957 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water lead on by Pipes to each Cabin. Ship lighted throughout by Electric Light. Passage Fare \$3.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.
Hongkong, 17th January, 1903. [70c]

WING ON STEAMSHIP COMPANY.
HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG," Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including.

Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class	\$2.00
2nd "	1.00
3rd "	50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 10th March, 1903. [87c]

FOR SINGAPORE, RANGOON AND MOULMEIN.

THE Steamship

"FREIBURG," Captain Proesch, will be despatched for the above Ports on THURSDAY, the 2nd April, at Noon.

For Freight, apply to
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 23rd March, 1903. [368c]

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE.
BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,869	Tuesday, 31st instant, at Noon.
ROSETTA MARU	N. Tate	3,876	Friday, 3rd April, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 24th March, 1903. [171c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOOW.

THE Company's Steamship

"HAICHING," Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 27th instant, at 11 A.M.

For Freight or Passage apply to
DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 24th March, 1903. [372c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSON & CO., LIMITED,
Agents.
Hongkong, 25th March, 1903. [370c]

AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.

STEAM FOR FUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, RANGOON, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON," Captain Klausberger, will be despatched for the above Ports, on WEDNESDAY, the 1st April, P.M.

For Information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princes Buildings.
Hongkong, 24th March, 1903. [158c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TAMSUI, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched for the above Ports, on THURSDAY, the 9th April, at Noon.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th March, 1903.

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour:

HOWARD D. TROOP, British-masted barque, 2,400 tons, Captain D. W. Corning, Master.

Intimation.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a powerful, yet non-toxic, short-time, often a few days only, removes all discharges from the urinary organs, effectually supersedes the use of which does irreparable harm by laying the foundation of the joints, secondary symptoms, gonorrhea, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, arsenic, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every noxious matter from the body.

THERAPION No. 2 is a powerful, yet non-toxic, short-time, often a few days only, removes all discharges from the urinary organs, effectually supersedes the use of which does irreparable harm by laying the foundation of the joints, secondary symptoms, gonorrhea, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, arsenic, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every noxious matter from the body.

THERAPION No. 3 is a powerful, yet non-toxic, short-time, often a few days only, removes all discharges from the urinary organs, effectually supersedes the use of which does irreparable harm by laying the foundation of the joints, secondary symptoms, gonorrhea, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, arsenic, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every noxious matter from the body.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

Shipping.

ARRIVALS.

KAIFONG, British steamer, 1,024, G. H. Pennefather, 24th Mar.—Cebu 15th Mar., and Iloilo 20th, Hump and Sugar.—Butterfield & Swire.

THALES, British steamer, 820, A. J. Robson, 24th Mar.—Swatow 23rd Mar., General.—Douglas, Lapraik & Co.

BULYSS, British steamer, 3,968, G. E. S. Bramston, 24th Mar.—Singapore 17th Mar., Petroleum.—Amoy 23rd Mar., General.—Douglas, Lapraik & Co.

HAUOONG, British steamer, 783, S. Gibson, 24th Mar.—Amoy 23rd Mar., General.—Douglas, Lapraik & Co.

YAWATA MARU, Japanese steamer, 2,366, A. E. Moses, 24th Mar.—Manila 22nd Mar., General.—Nippon Yusen Kaisha.

WOKOKI, German steamer, 1,120, W. Reher, 24th Mar.—Bangkok 18th Mar., Rice.—Butterfield & Swire.

BRUNHILDE, German steamer, 872, H. Seick, 24th Mar.—Saigon 19th Mar., Rice and Rice-flour.—Sander, WIELER & Co.

COLUMBA, American ship, 77, Sogoue, 24th Mar.—Pugot Sound 22nd Jan., Lumber.—Butterfield & Swire.

HONG WAN I, British steamer, 2,025, Pextsey, 24th Mar.—Singapore 17th Mar., General.—Chinese.

SOCOTRA, British steamer, 3,895, G. I. Benton, R.N.R., 25th Mar.—London 14th Feb. and Singapore 19th Mar., General.—P & O S. N. Co.

DAIJIN MARU, Japanese steamer, 900, T. Ogata, 25th Mar.—Tamsui 22nd March, General.—Osaka Shosen Kaisha.

FRITHJOY, Norwegian steamer, 891, Haraldsen, 25th Mar.—Saigon 20th Mar., Rice and Flour.—Sander, WIELER & Co.

MESFOO, Chinese steamer, 1,231, C. Stewart, 25th Mar.—Shanghai via Swatow 20th Mar., General.—C. M. S. N. Co.

HAILAN, French steamer, 377, Merlees, 25th Mar.—Pakhoi and Hoibow 24th Mar., General.—A. R. Marty.

FAUSANG, British steamer, 1,410, T. A. Mitchell, 25th Mar.—Newchwang and Canton 20th Mar., Pens and General.—Jardine, Matheson & Co.

HAICHING, British steamer, 1,267, A. E. Hodgins, 25th Mar.—Fochoow 22nd March, Amoy 23rd, and Swatow 24th, General.—Douglas, Lapraik & Co.

NANCHANG, British steamer, 1,062, J. Robinson, 25th Mar.—Canton 24th Mar., General.—Butterfield & Swire.

ECLIPSE, British cruiser, 5,600, Robert H. Stokes, 25th Mar.—from Practice.

WAKASA MARU, Japanese steamer, 3,881, J. B. Macmillan, 25th Mar.—London 14th Feb. and Singapore 19th Mar., General.—Nippon Yusen Kaisha.

ROSSIJI, Russian steamer, 1,374, G. Stenlin, 25th Mar.—Moji 19th Mar., Coals.—E. A. Trading Co.

Clearances at the Harbour Office.

Sungking, British str., for Manila.

Hipsong, British str., for Swatow.

Kongnam, British str., for Canton.

Germansia, German str., for Hoibow.

Tienachue, German str., for Saigon.

Hailong, British str., for Swatow.

Chikong, British str., for Macao.

Devaowong, German str., for Swatow.

Simongan, Dutch str., for Shanghai.

Fausang, British str., for Canton.

Yawata Maru, Japanese str., for Nagasaki.

Le Rhone, French str., for Canton.

Winghai, British str., for Macao.

Hong Wan I, British str., for Amoy.

Amara, British str., for Singapore.

Departures.

Mar. 24, China, American steamer, for San Francisco.

Mar. 25, Thales, British str., for Swatow.

Mar. 25, Daping Maru, Jap. str., for Coast Ports.

Mar. 25, Devaowong, Ger. str., for Bangkok.

Mar. 25, Simongan, Dutch str., for Shanghai.

Mar. 25, An Pho, British str., for Amoy.

Mar. 25, Cresty, British cruiser, for Wei-hai-wei.

Mar. 25, Sungking, British str., for Manila.

Mar. 25, Amara, British str., for Singapore.

Mar. 25, Longmoon, Ger. str., for Shanghai.

Mar. 25, Airlie, British str., for Iloilo.

Mar. 25, Tai-chang, German str., for Swatow.

Mar. 25, Yawata Maru, Jap. str., for Japan.

Mar. 25, Michael Jensen, German str., for Hoibow.

Passengers—Arrived.

Per Hailong, from Amoy—76 Chinese.

Per Thales, from Swatow—Mr. Li Chau Pau, and 36 Chinese.

Per Hailong, from Coast Ports—Mr. Yo Cheng, and 172 Chinese.

Per Kaifong, from Cebu, &c.—Mrs. I. Montilla, Misses Montilla, Inague, Langheim, Messrs. W. Hannan, T. Robertson, B. B. Blackney, C. Reina, 34 Chinese and 5 Japs.

Per Yawata Maru, from Australian Ports for Hongkong—Mr. and Mrs. W. J. Robertson, Mrs. Biddlecombe, Mr. and Mrs. H. E. Ramsay, Mrs. Mourmer, Mrs. Helmutz, Miss Luckman, Messrs. D. Lanyon, H. J. Garrett, A. H. Whiteman, Bethune, and Fitzgerald, for Yokohama—Mr. and Mrs. L. M. Calvert, Mr. and Mrs. J. Marks, and Mr. and Mrs. C. W. Nelson, Mr. and Mrs. E. J. P. Brooks, Mr. and Mrs. A. G. White, Mrs. J. C. Robertson, Mrs. Morgan, Mrs. Hawkes, Mrs. C. P. Smith, Mrs. Fullerton, Mrs. and Miss Paul, Misses F. and L. Robertson, Marks, Reading, Morgan, Nyulassy, Burns, Dr. Elliot, Messrs. Stevens, G. Marshall, J. S. de Bonna, Mr. G. W. Goodson, D. Burns, W. R. Ballie, and Woodward.

Shipping.

ARRIVALS.

KAIFONG, British steamer, 1,024, G. H. Pennefather, 24th Mar.—Cebu 15th Mar., and Iloilo 20th, Hump and Sugar.—Butterfield & Swire.

THALES, British steamer, 820, A. J. Robson, 24th Mar.—Swatow 23rd Mar., General.—Douglas, Lapraik & Co.

BULYSS, British steamer, 3,968, G. E. S. Bramston, 24th Mar.—Singapore 17th Mar., Petroleum.—Amoy 23rd Mar., General.—Douglas, Lapraik & Co.

HAUOONG, British steamer, 783, S. Gibson, 24th Mar.—Amoy 23rd Mar., General.—Douglas, Lapraik & Co.

YAWATA MARU, Japanese steamer, 2,366, A. E. Moses, 24th Mar.—Manila 22nd Mar., General.—Nippon Yusen Kaisha.

WOKOKI, German steamer, 1,120, W. Reher, 24th Mar.—Bangkok 18th Mar., Rice.—Butterfield & Swire.

BRUNHILDE, German steamer, 872, H. Seick, 24th Mar.—Saigon 19th Mar., Rice and Rice-flour.—Sander, WIELER & Co.

COLUMBA, American ship, 77, Sogoue, 24th Mar.—Pugot Sound 22nd Jan., Lumber.—Butterfield & Swire.

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MESFOO, Chinese steamer, 1,231, C. Stewart, 25th Mar.—Shanghai via Swatow 20th Mar., General.—C. M. S. N. Co.

HAILAN, French steamer, 377, Merlees, 25th Mar.—Pakhoi and Hoibow 24th Mar., General.—A. R. Marty.

FAUSANG, British steamer, 1,410, T. A. Mitchell, 25th Mar.—Newchwang and Canton 20th Mar., Pens and General.—Jardine, Matheson & Co.

HAICHING, British steamer, 1,267, A. E. Hodgins, 25th Mar.—Fochoow 22nd March, Amoy 23rd, and Swatow 24th, General.—Douglas, Lapraik & Co.

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Shipping Reports.

Per Shinano Maru, for Seattle, &c.—Mr. T. Sumii, Mrs. Grant Fitch, Mrs. Willis, Messrs. Rise and Percival, Mrs. Blacklinger, Messrs. H. Hawkes, G. Capua, E. F. Gille, G. Raveau, and H. Brown, &c. and Mrs. Montavon, Mrs. Glenon, Misses Glenon, and Hattie Murray, Master Glenon (3), Mrs. Thos. Washington, and infant, Miss I. von Echstein, Mrs. Clement, Mrs. Rockwood, Mr. and Mrs. Horniman, Mrs. H. B. Wilson and child, Messrs. Percival, McGrath, F. J. Edwards, Boat Laurence, and Rizzini, Miss David, Mrs. Gulck, Mrs. Reawit, Mrs. Zwilling, and Mr. and Mrs. Zankler.

SHIPPING REPORTS.

Capt. Ogata, of the str. *Daijin Maru* from Tamsui, reports:—Moderate N.E. breeze and heavy sea following.

Capt. Bramston, of the str. *Bulyss* from Singapore, reports:—Light N.E. wind and fine weather throughout.

Capt. Stewart, of the str. *Meifoo* from Shanghai, reports:—Light to moderate variable winds with occasional hazy weather.

Capt. Mitchell, of the steamer *Fausang* from Newchwang, etc., reports:—Light Ely winds, smooth sea, slightly hazy weather.

Capt. Robson, of the str. *Thales* from Swatow, reports:—Light Wly winds and calms, with fine clear weather. Vessel in Swatow: *Meifoo*.

Capt. Pennefather, of the str. *Kaifong* from Cebu, etc., reports:—Moderate to light Ely winds and fine clear weather throughout with moderately high N.E. swell in China Sea.

VESSELS IN PORT.

STEAMERS.

AIRLIE, British steamer, 1,402, St. John George, 18th Mar.—Saigon 15th Mar., Rice and General.—Gibb, Livingston & Co.

APENRADE, German steamer, 611, A. P. Ulders, 23rd Mar.—Haiphong 18th Mar., Rice and General.—Jensen & Co.

ATHOL, British steamer, 3,031, E. Porter, 22nd Mar.—Shanghai 18th Mar., Ballast.—Doddwell & Co., Ltd.

BENALDEZ, British steamer, 1,958, C. K. Macintosh, R.N.R., 21st Mar.—Moji 16th Mar., Coal.—Gibb, Livingston & Co.

CHINA, German steamer, 1,112, E. Kribbe, 14th Mar.—Samarang 5th Mar., Sugar.—E. A. Trading Co.

CHOWTAI, German steamer, 1,115, H. Texter, 17th Mar.—Bangkok 11th Mar., Rice.—Welcher & Co.

DORIC, British steamer, 2,976, Harry Smith, R.N.R., 21st Mar.—San Francisco 21st Feb., Honolulu 28th, Yokohama 13th Mar., Kobe 14th, Nagasaki 16th, and Shanghai (Woozung) 19th, Mails and General.—P & O S. S. Co.

DORIS, Norwegian steamer, 965, K. Jacobsen, 24th Mar.—Canton 24th Mar., General.—Order.

EMPEROR OF CHINA, British steamer, 3,002, R. Archibald, R.N.R., 18th Mar.—Vancouver (B.C.) 24th Feb. and Shanghai 15th Mar., Mails and General.—C. P. R. Co.

ESCALONA, British steamer, 2,074, Fairweather, 23rd Mar.—Port Said 20th Feb., General.—David Sassoon & Co., Ltd.

HINSANG, British steamer, 1,537, W. E. Sawyer, 17th Mar.—Moji 17th March, Coal.—Jardine, Matheson & Co.

HOIHAO, French steamer, 509, M. Merlees, 23rd Mar.—Haiphong 20th Mar., and Hoibow 22nd, General.—A. R. Marty.

HYADES, American steamer, 2,034, G. Wright, 19th Mar.—Tacoma 2nd Feb., Yokohama, Kobe and Moji 9th Mar., General.—Doddwell & Co., Ltd.

I DE LA RAMA, American steamer, 640, F. Such, 23rd Mar.—Iloilo 18th Mar., Sugar.—Order.

INDRASAMHA, British steamer, 3,366, R. P. Craven, 16th Mar.—Potland, Or via Ports 3rd Feb, General.—Allan Cameron.

KRONOWAL, German steamer, 1,433, W. D. 23rd Mar.—Bangkok 16th Mar., Rice and Teakwood.—Butterfield & Swire.

KUMAO MARU, Japanese steamer, 3,147, E. W. Haswell, 24th Mar.—Yokohama 14th Mar., General.—Nippon Yusen Kaisha.

LIGHTNING, British steamer, 2,122, J. G. Spence, 23rd Mar.—Calcutta 7th Mar., Penang and Singapore 17th, General.—David Sassoon & Co., Ltd.

MICHAEL JENSEN, German steamer, 710, J. Jensen, 22nd March.—Haiphong and Hoibow 21st Mar., General.—Jensen & Co.

NANSHAN, American steamer, 1,433, W. D. 23rd Mar.—Bangkok 16th Mar., Rice and Teakwood.—Butterfield & Swire.

NAKATA, British steamer, 1,009, E. F. Stovell, 24th Mar.—Saigon 19th March, Rice.—Bradley & Co.

PEKIN, British steamer, 3,057, C. R. Longden, R.N.R., 23rd Mar.—Singapore 17th Mar., General.—P & O S. N. Co.

PEMBROKESHIRE, British steamer, 2,767, E. Liddle, 23rd Mar.—London 20th Jan. and Singapore 16th Mar., General.—Shewan, Tomes & Co.

PITANULOR, German steamer, 1,267, C. Such, 21st Mar.—Bangkok and Swatow 20th Mar., Rice.—Butterfield & Swire.

QUARTA, German steamer, 1,145, J. Johansen, 22nd Mar.—Saigon 18th Mar., Rice.—Sander, WIELER & Co.

RAJABURJ, German steamer, 1,180, G. Wendig, 21st Mar.—Bangkok 15th Mar., Rice.—Butterfield & Swire.

REIN, Norwegian steamer, 720, Hans Olsen, 18th Mar.—Bangkok 11th Mar., Rice.—Chinese.

RUBI, British steamer, 2,540, R. W. Almond, 23rd Mar.—Manila, P.I. 21st Mar., General.—Shewan, Tomes & Co.

TAIWAN, British steamer, 1,430, S. Dawson, 23rd Mar.—Australia Ports 28th Feb., General.—Butterfield & Swire.

YUENSANG, British steamer, 1,245, P. H. Rolfe, R.N.R., 24th Mar.—Manila 21st March, Hump.—Jardine, Matheson & Co.

SAILING VESSELS.

Eclipse, British barque, 2,960, McBray, 17th March, Standard Oil Co., 8th Mar., Ballast.

GOVERNOR, British barque, 116, Bogs, 14th Feb., Mauritius 16th January, Sugar.—Abdool & Co.

HOLLISWOOD, American bark, 1,081, E. M. Knight, 23rd Feb., Fremantle, W.A. 14th Dec., Sandiwood.—Gillman & Co.

HOWARD D. TROOP, British-masted barque, 2,400, Dr. W. Corning, 6th Mar., New York 29th Oct., Petroleum.—Standard Oil Co.

LUCAS, British barque, 630, Andersen, 13th March, Singapore 25th Dec., Timber.—Order.

ROSE, British barque, 780, Pow, 25th Feb.—Fremantle 1st Nov., Saddle Wood.—Order.

SHAW, American schooner, 400, J. C. Dowling, 4th Feb.—Manila 1st Jan., Ballast.—Order.

We would direct the attention of shipping firms to the ways in which "Steamers Expected" and "Projected Callings" are published in these columns and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish the office on the forms already supplied gratis, with the latest available information every day.

Gentlemen's
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Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

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MILLINERY DEPARTMENT.

FRENCH MILLINERY.
UNTRIMMED STRAWS.

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GENTLEMEN'S OUTFITTING DEPARTMENT.

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